

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 3,363 tons, Captain H. D. Jones.
 "POWAN" 3,338 " " R. D. Thomas.
 "FATSHAN" 3,260 " " W. A. Valentine.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossins.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.
 Departures from HONGKONG to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to HONGKONG daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, Captain J. Willox.
 "NANNING" 569 " " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak HingSingle \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

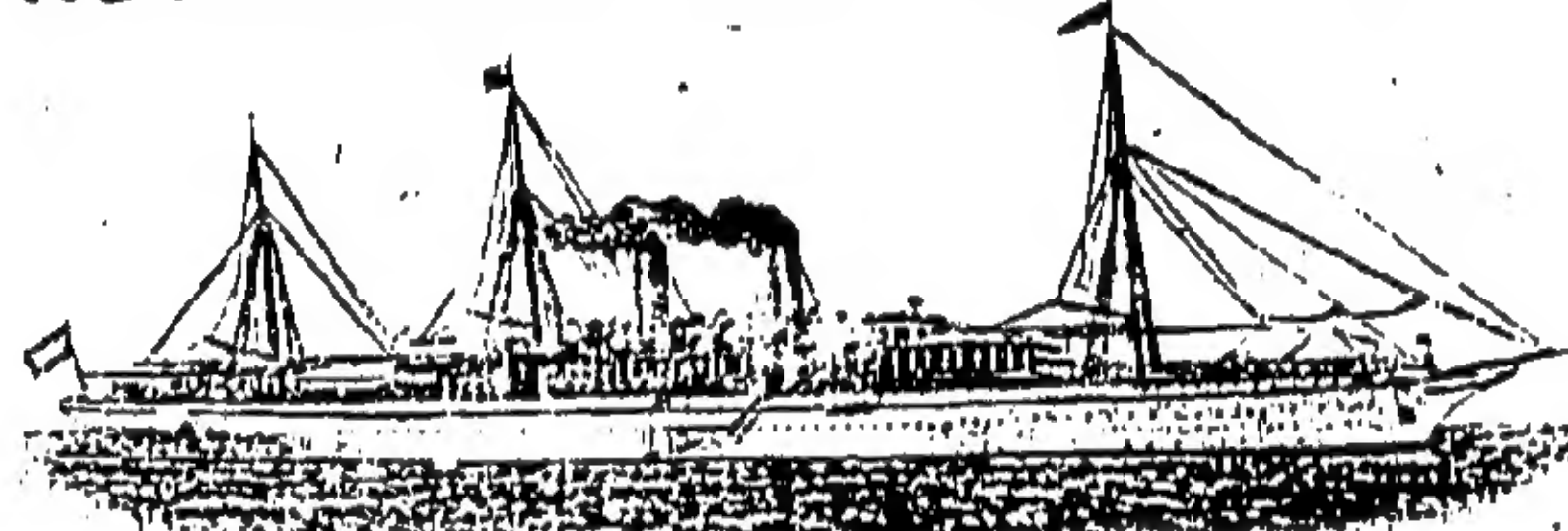
HONGKONG-WUCHOW LINE.

S.S. "LINFAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Birss. S.S. "HONGKONG" Capt. Maxfield
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to KumchukSingle \$7.00
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHAN HAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPEROR OF JAPAN" 6,000 Tons..... WEDNESDAY, 8th March.
 "ATHENIAN" 2,440 " WEDNESDAY, 15th March.
 "EMPEROR OF CHINA" 6,000 " WEDNESDAY, 22nd March.
 "EMPEROR OF INDIA" 6,000 " WEDNESDAY, 29th March.
 "TARTAR" 4,425 " WEDNESDAY, 5th April.
 "EMPEROR OF JAPAN" 6,000 " WEDNESDAY, 12th April.
 Hongkong to London, 1st Class.....\$14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.
 THE magnificent twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 11 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 8th February, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SPEZIA	HAVRE and HAMBURG.	21st Feb.	Freight.
Alesia	(Calling at S'PORE & COLOMBO).		
Alesia	HAVRE, ANTWERP and HAMBURG.	24th Feb.	Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	8th March.	Freight.
Line	(Calling at S'PORE, PENANG & COLOMBO).		
RHENANIA	MARSEILLE, HAVRE & HAMBURG.	18th March.	Freight and Passengers.
Behrens	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	4th April.	Freight.
Kaiser	(Calling at S'PORE, PENANG & COLOMBO).		

With Transshipment at Singapore.
 ARCADIA, Captain Föck, to sail from Singapore about 22nd February, Freight.
 ANDALUSIA, Captain Filler, to sail from Singapore about middle of March, Freight.
 * Special attention of intending Passengers is drawn to the splendid accommodation of the s.s. Rhenania. Saloons and cabins amply lighted throughout by Electricity.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 13th February, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:
 Kennedy Town to Post Office 4 " Third
 Post Office to Causeway Bay 4 " Third
 Causeway Bay to Shau-ki-wan 5 " Third
 The previous Table of Fares is hereby cancelled.
 Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT, General Manager.

SHEWAN, TOMES & Co., Agents.
Hongkong, 8th February, 1905. [158]

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 cubic feet as from the 1st February, 1905.

GEORGE CURRY, Local Secretary.

Hongkong, 1st February, 1905. [158]

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT \$4.00 per hundred.

FLOR DE MONDEGO

AT \$5.50 per hundred.

Sold in

AIR-TIGHT TINS

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 25th January, 1905. [176]

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 15 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 15 minutes.
 8.45 p.m. and 9 p.m. 8.45 p.m. to 11.15 p.m. every half hour.
 NIGHT CARS.
 8.45 p.m. and 9 p.m. 8.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 12.00 Noon to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 1.30 p.m. Every 15 minutes.
 1.30 p.m. to 6.00 p.m. Every 15 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 15 minutes.
 NIGHT CARS as on Week Days.
 SATURDAYS.
 Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
 JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 29th December, 1904. [65]

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of a one family must be Cleaned and Lined-washed THROUGHOUT by the owner during the months of January and February.
 A/H.—The word "Through-out" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.
 The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.
 Carved, Painted or Polished Woodwork in good condition; however, need not be Lime-washed but must be Cleaned.
 The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.
 THOS. A. HAMMER, Secretary.
 Dated this 31st day of January, 1905. [250]

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [128]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

29) KOW LOON J. W. OSBORNE, Proprietor and Manager

HOTEL DES INDES.

Nos. 2 & 3, STAMFORD ROAD,

SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-5 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade.
 Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904. [A]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [27]

JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half March	JAPAN VIA SHANGHAI	First half March
TJILATJAP	JAPAN	Second half February	JAVA PORTS	Second half February
TJIMAH	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 1st February, 1905. [14]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903. [76]

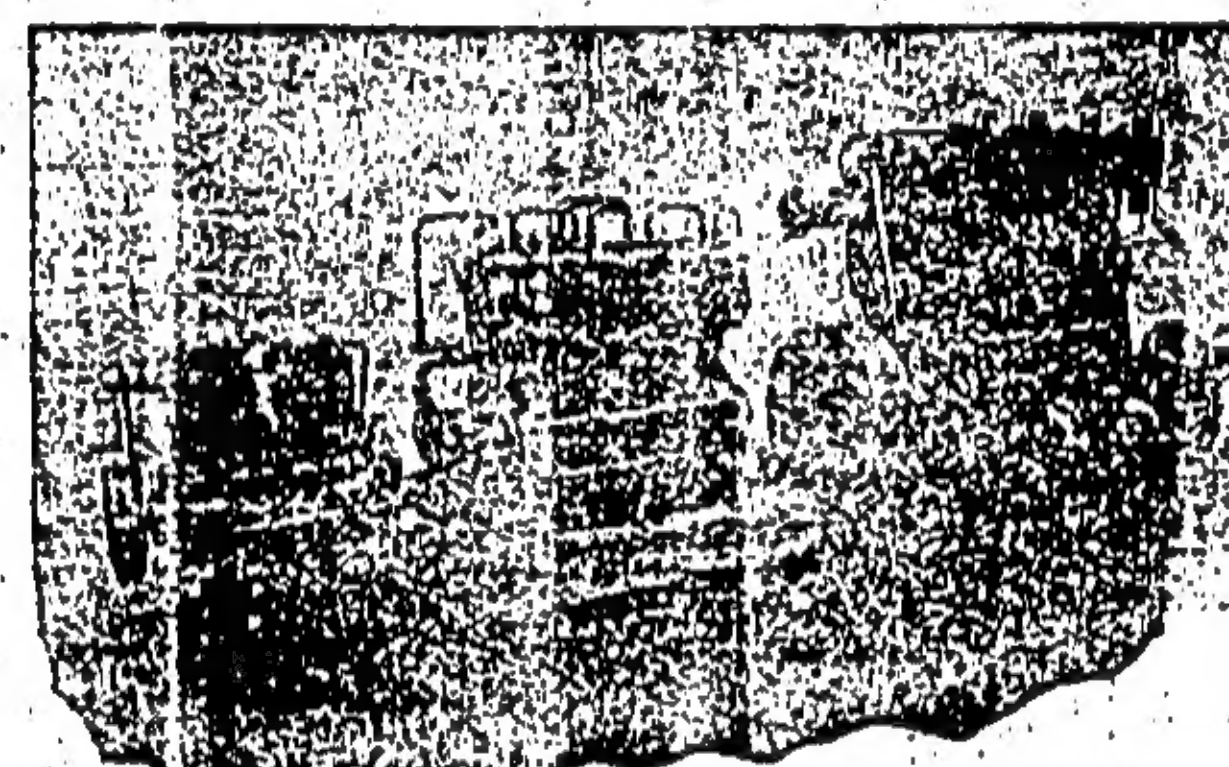
E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness. Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
 W. H. ALLEN & Son's, ENGINEERS, BEDFORD.
 H. W. JOHN'S CANADIAN ASBESTOS GOODS.
 Cable Address: "MARINEWORK," Hongkong.
 Telephone No. 358.
 12, Beaconsfield Arcade, Hongkong.
 Hongkong, 1st February, 1905. [201]

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905. [206]

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Pile.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.
 Hongkong, 2nd February, 1905. [208]



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
 Prescription lenses ground on the premises. All work guaranteed.
 Sun Glasses are resitful and give the effect of coolness.
 Prices from \$2.00.
 A. S. TUXFORD, Manager.
 Hongkong, 1st October, 1904. [40]

Intimation.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS,"

Des Vaux Road.

LADIES' - - -
DEPARTMENT.

JUST ARRIVED

A Consignment of

MILLINERY,
SUNSHADES,
NECKWEAR,
GLOVES,

&c., &c., &c.

DRESS
FABRICS

New Voiles,

Crepelines,

Delaines, &c.

A fine range of Violette Flannels.

Embroidered Robes, Muslins,

etc., etc., etc.

LADIES' BOOTS
AND
SHOES.A large variety of High-grade
Black and Brown Boots and Shoes,
at moderate prices.CHILDREN'S
BOOTS & SHOES

In large variety.

FURNISHING
DEPARTMENT.

NEW PRINTED SATENS, &c.

A GOOD ASSORTMENT OF
CUSHIONS.ENGRAVINGS,
PICTURES AND
ART PANELS
by well-known Artists.NEW GOODS ARRIVE
EVERY WEEK.WM. POWELL, Ltd.
HONGKONG.

Hongkong, 16th February, 1905.

Intimations.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING OF THE SHAREHOLDERS of this Corporation will be held at the CITY HALL, Hongkong, TO-MORROW, the eighteenth day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th February, 1905. [196]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED on SATURDAY, the fourth, to the eighteenth day of February, 1905, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th February, 1905. [197]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Office of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts to 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th February, 1905. [226]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per Share, declared at the Ordinary Half Yearly Meeting of Shareholders, held this day, will be payable at the Hongkong and Shanghai Banking Corporation, on and after WEDNESDAY, the 15th February, 1905.

SHAREHOLDERS are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,

T. ARNOLD,
Secretary.

Hongkong, 14th February, 1905. [241]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 17th January, 1905. [122]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY),
21st, 22nd, 23rd and 25th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day.

Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [245]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND AND ENCLOSURE during the Races on the 21st, 22nd, 23rd and 25th instant.

All tickets must be produced to gain admission.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [246]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under-secured between WEDNESDAY, 15th, and MONDAY, 20th inst.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [247]

THE NEW U. S. AMBASSADOR
TO ENGLAND.

The announcement (unofficial) from Washington that Whitelaw Reid will succeed Joseph P. Choate as Ambassador to the Court of St. James is greeted by expressions of approval from papers of every political hue. "The President will prove no serious criticism," says the Boston Herald (In.), "by this appointment. If the office is one that may be earned by partisan service, no one has a stronger claim for such recognition than Whitelaw Reid."

As an evidence of the feeling of the whole country toward Mr. Reid's selection the New York Evening Mail (Rep.) cites the fact that "no other name has been mentioned for this post of highest rank in our diplomatic service."

The New York Times (Ind. Dem.) comments: "Mr. Reid is to take an office and perform functions for which he is fitted by character and training. He understands the Administration's views, is in political sympathy with it, is trusted by it. He has the wealth and the social standing and qualification which constitute the necessary equipment for the highly important personal and unofficial part of his work. He has tact. The Britons will get on very well with him. The Americans, represented by him, will get on very well with the Britons, and American interest committed to him will be in good hands."

The New York World (Ind. Dem.) gives the following resume of Mr. Reid's career: "Whitelaw Reid, editor and proprietor of the New York Tribune, is one of the ablest and best-known Americans, and one of the Americans best known in England and on the continent of Europe."

"Mr. Reid's career told, however briefly, presents a fine and stimulating example to his fellow-countrymen. He was born in 1837 in Xenia, Ohio, and was educated at Miami University, Ohio. Many American institutions of learning have honoured him with degrees. Cambridge University has made him an LL.D. He is president of the Board of Regents of New York State University. He is the author of the 'Memoirs of Talleyrand,' 'The Scholar in Politics,' and other works."

"Mr. Reid served in the civil war, became a war correspondent, and wrote tersely and graphically. He was clerk to the military committee of the House of Representatives and afterward librarian of the House. He joined the editorial staff of The Tribune in 1868 and became its editor and chief proprietor in 1877. One of his chiefest aids on that great newspaper was John Hay, now Secretary of State."

"In 1881 Mr. Reid married Miss Elizabeth Mills, daughter of Darius O. Mills, of this city (New York). He twice declined the diplomatic mission to Germany offered to him by President Hayes and Harrison. President Harrison made him ambassador to France, where from 1888-92 he served with distinguished ability, and did much to further cement the republic's ancient friendship. In 1892 he was nominated for Vice-president on the ticket with General Harrison."

"Mr. Reid was special ambassador from the United States to Great Britain for Queen Victoria's diamond jubilee, 1897, and he was a commissioner for the Treaty of Peace between the United States and Spain in Paris, 1898. His reception as special ambassador to Great Britain for King Edward's coronation well forecasts the greeting that awaits him now. The King and Queen received Mr. Reid, and his wife with extreme cordiality. They were welcome at and gave many notable entertainments. Of Mr. Reid's public speeches in England, enough to quote the Liverpool Daily Post, which said that his address at the dinner of the American Chamber of Commerce in Liverpool was full of 'felicitous epigrams,' and added: 'The warmth of American feeling toward the King and people of this country could not have found happier and more cordial expression than in the glowing words of Mr. Whitelaw Reid.'—Literary Digest."

SUNKEN WARSHIPS.

HOW JAPANESE WILL RAISE THEM.

The question has frequently been discussed as to what the Japanese will do after the war in regard to the different sunken war ships, several of which can scarcely be injured to any great extent. With their usual foresight and promptitude, the Japs. are already building on the certainty of coming out of the war victorious, and (writes a correspondent to Science Signaling) have already, in certain quarters, elaborated plans for the raising of some at least of the ships.

Among other plans developed is the one we illustrate on this page, and which is so well considered and ingenious a plan that it is now being adopted, and taken up in at least one other country. Briefly stated, the idea is that with the aid of a huge tub or cofferdam built about each ship, to keep out the waters of the harbour, or comparatively shallow seas, at the bottom of which some of the ships lie, the hulks may be extricated from the mud or other material, and floated.

Piles cannot be driven into some of the rocky depths, and when driven into the ooze they wobble and lean like a row of loosened teeth. The final scheme, after many previous devices were discarded as hopeless, was the tub or cofferdam shown in our illustration. The ships to be raised will sit nicely within it, and the workmen within the tub will have some 15 ft of working room at each end of the ship they may be working on.

First, a double row of guide piles will be driven into the ooze. They are to stake out the great circle which the tub will form. Inside the piles, the first layer of the tub will be built upon the surface of the water. Subsequent layers will sink the first as the work proceeds. The cofferdam will be made double for additional strength to resist the pressure

of the water from without when the pumps begin to work.

It will consist of two concentric timber walls, of 3 in planks, laid flat, and spiked together. Between the walls will be an 8 ft space, spanned by braces of iron and wood, at intervals of 6 ft. The planks will be of yellow pine, a the braces also of pine. The lower part of the tub must bear a constant strain of some hundreds, or even thousands of pounds to the square inch. By keeping the water between the walls, at whatever height they please, they can shift the burden of this mighty stress from one tub to the other, as they please.

As the building goes on, and the lower courses sink, the upper ones will be more and more above water. When finished, the buoyant pine would make the tub float clear of the bottom. The ordinary thing to do would be to sink the lower courses with cribs of rock ballast. But this ballast could not be picked up again, and the contractors must not leave a scrap of anything on their harbour or sea bottom. About 200,000 pounds of steel rails will be used to make the tub settle to the bottom, and then through it to the rocky bed below.

One other thing must be done before the water can be pumped out. So slimy and mushy is the mud in some places, that the divers are afraid it will ooze under the walls and make way for the water to follow. To prevent this, clay will be brought by the lighter, load and dumped around the outside, and on top of the clay tons of sand bags will be placed. Then the pumps on board lighters alongside will begin and the water will slowly fall inch by inch in the tub.

The first step in the resurrection will be accomplished, and by far the hardest, when the workmen get inside of the ship. But hard work for brains, skilled hands, and machinery still remains. The ship must be made watertight, and then re-floated.

The ammunition, coal, and enough of her guns and machinery to make the warship float high will be removed. If all goes as well as is expected, the water will be re-admitted within the tub, and the ship will float of her own accord. The cofferdam will be broken up, the sand bags fished up, the piles pulled up, and the clay dredged away.

VOICES FROM THE DUST.

Port Arthur, January 1, 1905.

When in Big Eagle's Nest, near Erlingham, Those gallant generals meeting with stern grace

Spoke words of mutual honour face to face,

I saw the sixty thousand from Japan

Whose blood-like water on the fierce hills ran,

Rise grimly from each shallow resting-place

And course the coming of the grey-eyed race

Whose fortress-throne had worked such bitter ban.

The snows are white on Fusiama's cone,

And soon the almond tree shall break to bloom,

The streets of home will shine with lamps to-night,

We cannot see them—we are robbed of sight—

And exiled here upon these hills of doom

We lie—dumb dust—blind carion—bleaching bone!"

H. D. RAWNSLEY.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	105
Do. demand	105 1/2
Do. 4 months' sight	113
France—Bank T.T.	240
America—Bank T.T.	61
Germany—Bank T.T.	1.95
India T.T.	142
Do. demand	14 1/2
Shanghai—Bank T.T.	72 1/2
Japan—Bank T.T.	93 1/2
Java—Bank T.T.	114 1/2

Buying.

4 months' sight L/C.	111 1/2
5 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	124 1/2
5 months' sight	24 1/2
4 months' sight Germany	1.99 1/2
Bar Silver	28 1/2
Bank of England rate	2 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows—	
Malwa New	1,130/1,150
" Old	1,160/1,200
" Older	1,240/1,300
" Oldest	1,310/1,350
Fazla New	1,170
"Cecares New	1,170
Peppan (Paper)	780/810

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12th April, 1904.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,the 18th February, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,
A GREAT ASSORTMENT OF
AMERICAN BOOTS AND SHOES.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 17th February, 1905. [251]PUBLIC AUCTION OF FINE ART
CURIOS AND SILK EMBROIDERIES.THE Undersigned has received instructions to Sell by
PUBLIC AUCTION,
ON
MONDAY,
the 27th February, 1905,AND
TUESDAY,
the 28th February, 1905, commencing each day at 2.30 P.M., at hisSales Rooms, Duddell Street,
A MAGNIFICENT COLLECTION OF
JAPANESE ART CURIOS AND SILK
EMBROIDERIES,Comprising—
OLD TEMPLE BROCADES and BRO-
CADED PRIESTS' ROBES; FINE SILK
EMBROIDERED WORKS OF ART, such as
HANGINGS (Landscapes, Floral Design,
in ds, &c.), MANTEL DRAPELIES; BED-
SPREADS, TABLE COVERS, KIMONOS,
CURTAINS, SCREENS, &c., &c.;
VERY FINE DAMASCENE WARE—
CIGAR and CIGARETTE CASES, MATCH,
JEWELRY and POWDER BOXES, CARD
CASES, UMBRELLA HANDLE, BUT-
TONS, &c.;
CHOICE SILVER WARE—JEWELRY
and POWDER BOXES, VASES and
HOWLS, &c.;
FINELY EXECUTED GOLD LAC-
QUERED SCREENS, BOXES and
STANDS, RED and BLACK LACQUERED
CABINETS, TABLES and CHAIRS;
OLD BRONZE VASES, FINE SAT-
SUMA and IMARI WARE, CUT VELVET
PICTURES (Silk) and a variety of other
CURIOS.TERMS—As usual.
The Collection will be on Exhibition from
Wednesday, the 22nd February.
Catalogues will be issued.GEO. P. LAMMERT,
Auctioneer.

Hongkong, 17th February, 1905. [256]

Intimations.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business at 11.45 A.M. on TUESDAY, WED-
NESDAY and THURSDAY, the 21st, 22nd
and 23rd instant.

Hongkong, 16th February, 1905. [254]

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and
MEXICAN DOLLARS, current in this
Colony, in Exchange for Sterling Bills drawn
at 10 days' sight on the Lords Commissioners
of His Majesty's Treasury, London, will be
received by the Chief Paymaster, Army Pay
Department, until 11 A.M., on the 20th February,
1905.The Tenders to state the total amount (in
Pounds Sterling), and the amount for which
each Bill should be drawn, but no Bills will be
issued for less than £100.The Tenders to be in Duplicate, and in sealed
covers, addressed to the Chief Paymaster,
Army Pay Department, and endorsed "Tenders
for Government Bills."The right to accept or reject any or all of the
Tenders is reserved.Copies of Forms of Tender can be had on
application,F. H. HAYNES,
Colonel, A. F. D.,
H.M. Treasury Chest Officer,His Majesty's Treasury Office,
Fletcher Street,
Hongkong.

Hongkong, 14th February, 1905. [253]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Cos., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.B. MORI,
Acting Manager.

Hongkong, 24th January, 1905. [68]

WHY NOT THE BEST?

SEVEN GRAND PRIZES
AWARDED TO
SINGER SEWING MACHINES
AT THE
ST. LOUIS EXPOSITION.

SHOW-ROOMS—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.In Bags of 250 lbs. net \$3.20 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd September, 1904. [50]

Intimations.

YOU WANT
PROVISIONS
AND
WINES

IN

1905.

GET YOUR SUPPLIES

FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and
Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]

THE WINE GROWERS
SUPPLY CO.BARRETTO & Co.,
General Agents, Hongkong.

PORT WINE.

Direct shipments from the

COMPANHIA AGRICOLA E COMERCIAL DOS

VINHOS DO PORTO,

(Successors to DONNA ANTONIA A. FERREIRA).

Monopoly for China of

THE WINE GROWERS SUPPLY CO.

		Per Case of 1 Dozen.
Dry No. 1	Selected Old Port	\$50.00
" " 2	" " "	51.00
Quinta do Porto	" " "	30.00
Dry No. 3	" " "	25.00
Quinta da Granja	" " "	20.00
Tawny, 1887, Vintage	" " "	15.00
Tawny, (White Label).....	" " "	14.00
Medium Tawny, (Brown Label)	" " "	13.00
White Tawny, (White Label)	" " "	12.00
Full Wine, (Brown Label).....	" " "	11.00
White Tawny, (Brown Label)	" " "	10.50
Light Tawny, (Brown Label)	" " "	10.00

Intimations.

A. S. WATSON & CO.
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

B Superior Very Old
Cognac . . . \$27

C Very Old Liqueur
Cognac . . . \$33

D Hennessy's Finest
Very Old Liqueur
Cognac . . . \$40

GUARANTEED
PURE COGNAC.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905.

On 14th January, at 10.15 a.m., Cornwall,
England, 11.11.12, the wife of Captain T. Austin,
s.s. *Wing Chai*, Hongkong. R. I. P. [16]

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 17, 1905.

DANGEROUS POSSIBILITIES.

Most of us have followed with amusing interest the fantastic story recently unfolded in the columns of a Parisian journal and purporting to be a confidential report sent by Baron Kodama, Viceroy and Governor of Formosa, to the Japanese Premier, in the spring of 1902. It was a senseless and mischievous article written no doubt with a view of keeping alive that "Yellow Peril" bogey of which most of us have by this time grown so heartily tired that when a new "peril" is rumoured in connection with the Far East there are not many who gave ear to the counsels of those who speak from motives other than those which have led irresponsible persons into "yellow" journalism. At present much interest is being felt in England at the attitude adopted by some of the Powers towards the Chinese indemnity question. One writer asserts that the termination of the Russo-Japanese war, whenever it comes, is likely to inaugurate a period of peace in the China Seas few will be sanguine enough to predict. It is recognized that quite apart from the diplomatic combination which Russia evidently regards as her last resource in the event of a failure of her arms to recover her former position in North China, the immediate future of China herself south of the Great Wall bristles with dangerous possibilities arising out of the selfish aims which have been directed to the disintegration of the Chinese Empire. This has brought about a living spectre on the phantom stage in the Far East, and one which, under the name of the "White Peril," is being engineered by the many-headed hydra, the Russo-Chinese Bank. It is asserted in one of the London papers that this institution is the most mischievous and dangerous opposition to the Chinese proposals to facilitate the discharge of its obligations under the indemnity. It is declared that the Bank is nothing less than the great weapon forged by Prince Ukhtomski to assimilate China *in toto*, an achievement which, by elevating Russia to the proud position of the arbiter of Eastern and Central Asia, is to reduce automatically all the other Powers, but more especially England and Japan, to positions of secondary importance. There is, of course, more in this than at first sight is apparent, for we have seen that it is precisely by the careful pursuit of such actions that Russia has for so long been able to snatch advantage after advantage, successfully avoiding any step likely to stimulate vigorous opposition until each further piece of aggression was skillfully endowed with the aspect of right. We must clearly realise the danger with which our vast interests are threatened, we must give Japan's victorious rights in Manchuria our strong support, and must uphold any efforts on her part to effect the regeneration of China.

LOCAL AND GENERAL.

The Standard states that a Siamese loan of £2,000,000 will shortly be issued in London.

To-morrow afternoon on the Polo Ground, Causeway Bay, the Rovers Football Club will play the Naval Yard. Kick-off at 4 o'clock.

A MEDICAL board will assemble at an early date to report upon Asiatic troops proposed for invaliding. The Principal Medical Officer will arrange the details.

On the Race Days, 21st, 22nd, and 23rd instant, all correspondence intended for the Head Quarters Offices, should be delivered not later than 9.30 a.m. A late letter box is kept on the landing by the Central Registry Office.

The title practice to-morrow at the King's Park Range, Kowloon, will be at the 200 yards range. The married members have challenged the single members to compete for the highest average of the day.

By kind permission of Col. Caulfield and Officers, the Band of the 110th Maharatta's Light Infantry will play the following selections at the Hongkong Hotel to-morrow evening Saturday, 18th instant.

PROGRAMME.
March "Rasta on Parade" V. Mills
Selection "Canda" A. V. Barwood
Valse "Tres Lente Amerique" R. Berger
Song "Under the Bamboo Tree" B. Cole
Selection "The Runaway Girl" C. Garry
Highland Fand "The wee MacGregor" H. G. Amer
God save the King.

The following members of the Kowloon C.C. have been selected to play in a League match against the Civil Service to-morrow afternoon:—Dr. Swan (Capt.), Lieut. G. H. W. Dobbey, Lieut. F. C. Burd, Lieut. W. Duncan, Capt. C. K. Bushe, J. Robinson, W. Dixon, J. Parkes, Lightfoot, J. Clelland and E. R. Heston.

In the Hongkong Football Challenge Shield competition to-morrow, the Hongkong Club will play the V.R.C. on the former Club's ground. Kick off 4.15 p.m. On the same afternoon on the Naval Ground the H.M.S. *Ocean* and Army Ordnance will replay their draw. Kick off 4 p.m.

THE LAND OF THE SETTING SUN.

ITS PEOPLE, CUSTOMS AND TRADITIONS.

At the Union Church Literary Club last evening, Mr. P. H. Holyoak delivered a really interesting and most instructive lecture on "Morocco: its people, customs, and traditions," and illustrated his subject with a number of beautiful limelight views. Having briefly dealt with the geographical situation of the country whose name, he said, signifies "The extreme West, or The land of the setting sun," Mr. Holyoak took his audience on an imaginary tour through some of the principal towns of this strange and little-known country. Entering El Arich on a market day one found plenty to interest and to amuse. As though in vivid contrast to the pictures of the narrow and crooked lanes which pass for streets, strewn with offal and thick with dust, through which they had come up from the steamer, we hear almost with relief, he said, the discordant yells of Arabs, Moors, and Negroes—the braying of mules, the grunting of camels, the neighing of horses and the bleating of sheep. It is market day, and the natives from the neighbouring villages have come into *Dahia*, as trading steamers know it, to dispose of their varied wares. We notice with mingled interest and disgust, a butcher auctioning his wares, which are so completely covered with innumerable flies, that it is difficult to discern what lies beneath. Upon inquiry we learn it is camel meat and as no camel is destroyed for food until too diseased for work, the prospect of such food is not enticing. Having referred to other kinds of food offered for sale by the butcher, the lecturer proceeded to describe the goods sold by shoemakers, the "fearful and wonderful" dishes of sweets to be seen in the market and the numerous and varied wares being sold by other dealers "all of whom offered their goods in so boisterous a manner, that a timid person might well be excused if he thought they wished to murder him, instead of sell him their wares." Indeed, in this country, he explained, one sees frequent instances of how men will all but slay each other for a silver coin worth less than a threepenny bit, and the bestial of "backstreet" upon one of the many beggars who pester you to death, more often than not provokes a conflict which ends in tragedy. Mr. Holyoak then described the native snake-charmers, the gamblers at the roulette tables, and many other interesting scenes in Moorish life and after taking his audience by the Sultan's Palace travelled further inland to *Rabat*, a town of white towers and gleaming minarets rising from the hillside into a pure blue Mediterranean sky. There was much of interest that he had to relate concerning this and many other towns which we regret being unable to give in these few brief extracts from his lecture. Referring to the slave auctions which take place in almost every town of any size in the land, he said that, "originally coming from central Africa, most of them from Timbuctoo, forty days' journey across the blistering waveless inland sea of sand, with its eternal stretches of depressionless wastes, reaching on and on, past horizon after horizon, with but few oases between, which few Europeans could cross and live, whitened as it is with the bleaching remains of even the children and the desert themselves, the miserable victims of that far-off raid, march, yoked neck to neck and manacled together—a living chain of misery, some to fall by the wayside, many if they do, others to be ruthlessly sold to the highest bidder as the final goal. Of their awful sufferings during their terrible journey, who shall adequately speak?" Mr. Holyoak said one of these auction sales and described to his audience last evening. A middle-aged woman sold for the equivalent of £7.10, a child of tender years fetched £3, and a girl of 13, a pretty dark-eyed damsel with graceful figure brought £15. From this scene of tragedy the lecturer passed to the interior of a Moorish prison where many forms of torture are practiced amid surroundings of the most horrifying description, and thence to the corridors of the cloth bazaars, on through the tortuous windings of the pottery streets, and past the great Mosque, whence come the murmurs of the prostrate believers, who in the frenzy of a wild religious exhalation, implore, with bated breath the mercy of the Most High. On passing through the *Soho*, a man tall and bony is seen squatting playing on a *tom-tom* and a reed instrument, while others, emaciated and cunning, are chanting in hollow voices, which sometimes rise to a piercing whistle. Suddenly the man kneels down and plunging his hand into a basket, withdraws it with a cobra in his hand, which he waves in the air. The serpent twists round his arm and the crowd recoils as he walks past. The cobra coils all over the man, finally seizes its tail in his mouth, infuriating the animal which again and again fiercely attacks him, till the broad fangs freely from the wounds. Replacing the cobra the man takes from another basket a large python, and allows it to enfold him with its ponderous coils, while he dances in frenzied fashion until he finally falls insensible, the man and the serpent one hideous mixed mass while the delighted crowd shower coins at his feet. Ten days travelling through, for the most part uninteresting country, save for distant glimpses of the Atlas Mountains 13,000 feet high, the exploration of which has been prevented by the lawlessness of the chief inhabiting them, these mountains alone, he said, are worth the journey to Morocco to see. Morocco cannot be described, it must be seen. More ghosts should stalk and more mysteries lurk within its walls than the mind of man can conceive. It is a city of gardens, palm groves, and fruit arbours. Beyond the wall which surround it, and on which heads are nailed after rebellions have been quenched there is a land of little shops, where the streets are roofed in overhead with vines, bamboos or matings, and here is a tumultuous multitude of whom no census has ever been taken. It is a most interesting scene—a weird dream in a desert empty space close to the Great Mosque, and the footstep of man is almost unheard, for few people pass this way. The design of the tower is said to have been brought from Constantinople. Morocco is African to the core; Fez, Tetouan, Tangier have Spanish blood in them. It is a city of the people, and boasts for aristocracy. Its sad colours; its air-steeped with mystery; its country unknown people; its concealed woman, its mad fanaticism, its magnificent stoicism all make their mark upon the English mind and call him back to visit it again when other places are forgotten. Another chain has been forged which binds certain places and countries to a soul, and no link can be broken since unseen possessions, such as they are, among those things which no power on earth can touch, and which can neither be given nor taken away.

A vote of thanks terminated the proceedings.

AFTER THE "SULLY."

SALVAGE PARTY TO THE RESCUE.

The contract to save the French armoured cruiser *Sully*, which is aground on the Tonkin Coast, Indo China, has been secured by the Hongkong Salvage Syndicate, who have placed the whole affair in charge of the well-known salvage expert, Mr. J. Watt Jameson. Mr. Jameson has chartered the s.s. *Hanoi* and leaves to-morrow with salvage gear and a party of divers for the scene of the wreck with a view to make a preliminary inspection in order to determine the chances of saving the vessel, and deciding what course to pursue. In the meantime the Admiral's ship *Montcalm* and others in the vicinity have been busy lightening the *Sully* by removing everything possible, and all her smaller guns have been taken out of her. There was a fear at first of her capsizing, but now it seems the greater fear is of her breaking up, as she is believed to have a tremendous rent in her bottom extending between 80 and 90 feet in length. It will be remembered that the Hongkong Salvage Association, through Mr. Jameson, successfully floated the s.s. *Agincourt*, and brought her safely to dock from the Bombay Shoal, as well as the U.S.S. *Oregon* which was badly stranded in Ichili Bay. Thus his experience should stand him in good stead, as it is understood that the *Sully* is stranded much in the same manner, and under the same conditions as the U.S.S. *Oregon*.

SHIPPING JEISAM.

THE "SHREWSBURY."
The salvage party to recover the *Shrewsbury* and later to attempt to extricate the *Baron Gordon* from the Homby Shoal, left by the *Progress* this morning. The party, under Capt. Owan Wilks, is well equipped with appliances and a skilful personnel as detailed by us the other day. It is to be hoped that success will attend the expedition.

U.S. SHIPPING.

Subventions of \$5 (gold) per gross ton annually; subsidies for the carrying of mails from Atlantic coast and Gulf of Mexico ports to South and Central America and Cuba, and from Pacific coast ports to Japan, China, the Philippines, Mexico, Central America and the Isthmus of Panama; a tonnage tax on foreign vessels entering United States ports; the creation of a naval volunteer service; and the encouragement of apprentices on ships in foreign trade are provided for in a bill agreed upon by the joint merchant and marine commission, which submitted its report to Congress on the 5th ult.

The commission, composed of five senators and five representatives, was created during the last session of Congress in response to a recommendation by President Roosevelt in his annual message December 7, 1903. An exhaustive investigation was made by the commission of the conditions of the American merchant marine and American commerce, with a view to ascertaining the most feasible means for their development. Hearings were conducted during the year at nearly all the important shipping and commercial centres in the United States. The report of the commission contains more than 35,000 words, and is made up of references to the important testimony taken, estimates of the annual cost of the methods proposed to restore the merchant marine, and an urgent appeal for the passage, by the present Congress, of the bill presented with the report.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

MORE CHINESE MANNERS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—Referring to the letter of "Anglo-Saxon" in your last issue, I would like to call attention to another specimen of the "manners" of the lower classes of Chinese traders of this Colony, which came under my observation only last evening. Accompanied by a lady I went into a tailor's shop in Queen's Road, to make some purchases of trifling details of the male toilet, when a Chinaman with a lighted cigarette in his mouth, and without removing the same, accosted me with "what you want?" Thinking he had merely overlooked the presence of the cigarette, and would at once remove it, I merely asked to be shown the articles I required. The man reached down several boxes, and with the cigarette still blowing out wreaths of smoke, proceeded to commend their contents. Without glancing at the articles I asked the man if he usually served his customers with a cigarette in his mouth. He merely turned his prying face to me without a word, and still puffing at his cigarette, proceeded to display more opened boxes. I then told him he could save himself the trouble and could put up his boxes, as I should go to look for another shop where the Chinese traders knew how to behave themselves towards Britishers, in a British Colony, as I was unaccustomed to being served by a tradesman who was too boorish to put aside his cigarette when attending on a customer. I am glad to be able to admit, however, that I found just the shop I wanted but a few doors farther up, and there I made my purchases. On returning in the direction of the Hongkong Hotel a further sample of Chinese manners was shown to us where a Chinaman, deliberately walked past my lady companion, almost treading over her feet in crossing, and so brusquely as to knock a small parcel she was carrying into the gutter. The temptation to kick the lot was almost irresistible, but I quelled it, as I declined to descend to his level. What are our schools doing in this Colony if they cannot inculcate some semblance of good breeding and attention to deportment and good manners into the minds of the youths of to-day, who are as so truly said, the men and leaders of to-morrow?—Yours,

A BRITISHER.

Hongkong, 17th February, 1905.

THE "SULLY."

The course was not fast this morning; indeed, it may more correctly be said to be a slow one. The galleys were watched with intense interest, and the Derby candidates were followed in their several performances with the keenest expectation.

A cordial welcome was extended to our annual visitor from Amoy, Mr. F. B. Marshall, who, as a thorough good all-round sport, meets with the warmest of warm receptions that the sporting fraternity here in Hongkong is capable of extending to their friends from the North.

Sir Matthew Nathan was again present at the Course this morning and was accompanied by his A.D.C.

To-day's times are:—

Alaska,	Set.
1 mile.	32 3/4
1/2 mile.	33 1/2
1/4 mile.	34 1/2
1/8 mile.	35 1/2
1/16 mile.	36 1/2
1/32 mile.	37 1/2
1/64 mile.	38 1/2
1/128 mile.	39 1/2
1/256 mile.	40 1/2
1/512 mile.	41 1/2
1/1024 mile.	42 1/2
1/2048 mile.	43 1/2
1/4096 mile.	44 1/2
1/8192 mile.	45 1/2
1/16384 mile.	46 1/2
1/32768 mile.	47 1/2
1/65536 mile.	48 1/2
1/131072 mile.	49 1/2
1/262144 mile.	50 1/2
1/524288 mile.	51 1/2
1/1048576 mile.	52 1/2
1/2097152 mile.	53 1/2
1/4194304 mile.	54 1/2
1/8388608 mile.	55 1/2
1/16777216 mile.	56 1/2
1/33554432 mile.	57 1/2
1/67108864 mile.	58 1/2
1/134217728 mile.	59 1/2
1/268435456 mile.	60 1/2
1/536870912 mile.	61 1/2
1/1073741824 mile.	62 1/2
1/2147483648 mile.	63 1/2
1/4294967296 mile.	64 1/2
1/8589934592 mile.	65 1/2
1/17179869184 mile.	66 1/2
1/34359738368 mile.	67 1/2
1/68719476736 mile.	68 1/2
1/137438953472 mile.	69 1/2
1/274877906944 mile.	70 1/2
1/549755813888 mile.	71 1/2
1/1099511627776 mile.	72 1/2
1/2199023255552 mile.	73 1/2
1/4398046511104 mile.	74 1/2
1/8796093022208 mile.	75 1/2
1/17592186044416 mile.	76 1/2
1/35184372088832 mile.	77 1/2
1/70368744177664 mile.	78 1/2
1/140737488355328 mile.	79 1/2
1/281474976710656 mile.	80 1/2
1/562949953421312 mile.	81 1/2
1/1125899906842624 mile.	82 1/2
1/2251799813685248 mile.	83 1/2
1/4503599627370496 mile.	84 1/2
1/9007199254740992 mile.	85 1/2
1/18014398509481984 mile.	86 1/2
1/36028797018963968 mile.	87 1/2
1/72057594037927936 mile.	88 1/2
1/144115188075855872 mile.	89 1/2
1/288230376151711744 mile.	90 1/2
1/576460752303423488 mile.	91 1/2
1/1152921504606846976 mile.	92 1/2
1/2305843009213693952 mile.	93 1/2
1/4611686018427387904 mile.	94 1/2
1/9223372036854775808 mile.	95 1/2
1/18446744073709551616 mile.	96 1/2
1/36893488147419103232 mile.	97 1/2
1/73786976294838206464 mile.	98 1/2
1/147573952589676412928 mile.	99 1/2
1/295147905179352825856 mile.	100 1/2

Salmon, inside course, which may be said to be 3 seconds faster.

1/4 mile.

1/8 mile.

1/16 mile.

1/32 mile.

1/64 mile.

1/128 mile.

1/256 mile.

1/512 mile.

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1/72057594037927936 mile.

1/144115188075855872 mile.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

"SPERBER" "NEUCHWANG" COLLISION.

GUNBOAT BADLY DAMAGED.

[From Our Own Correspondent.]

Shanghai, 17th February,
2.27 p.m.

On the 15th instant, a collision occurred between H. I. G. M.'s gunboat *Sperber* and the s.s. *Neuchwang*, off Woosung.

The German gunboat has since been docked and, on inspection, ascertained to be badly damaged.

As a result of the impact the *Neuchwang* exhibits a hole on the starboard.

THE SOLDIER'S FATAL FALL.

The Coroner (Mr. H. J. Gompertz) held an inquiry this afternoon at the Magistrate's into the cause of the death of Private Frederick Hicks, of the Royal West Kent Regiment, who lost his life on the 14th inst. through a fall from a verandah on the second storey at Murray Barracks.

The following jury was impanelled: Messrs. John W. Stewart (Foreman), A. Griffin, and C. F. Grey.

James Cork, private in the 2nd Battalion, Royal West Kents, said he was on sentry duty, on the 7th inst., at Murray Barracks. Deceased entered by the Western Gate between eleven and twelve o'clock, at right, with Private Taylor. He could not say whether deceased was sober when he entered. The following morning, while walking up and down on sentry duty, he heard a noise like something upsetting, and on looking to see what was the matter, he saw a figure falling. It caught on the telephone wire, and thence fell to the ground. Witness shouted to the Sergeant of the guard, and when a light was brought, he recognised the figure as that of Private Hicks. He appeared at first to be gasping for breath, then he started breathing easier. The noise of something upsetting was the first

TELEGRAMS.

[Ruler's.]

Parliament.

LONDON, 15th February.

In the House of Commons, Lord Lansdowne, replying to Sir Henry Campbell-Bannerman, said that ill-considered intervention in the present war would be likely to be fraught with the worst results. It was unnecessary to say that, should the opportunity offer, the Government would avail themselves of it.

Rt. Hon. Mr. H. H. Asquith will move, that the fiscal question, having been discussed for two years, the time has now come for submitting the issue to the country without further delay.

Later.

In the Ministerial reply to Sir Henry Campbell-Bannerman's suggestion that the Ministry should resign, it was stated that this was a matter which rested with the members of the House of Commons.

A discussion of the fiscal question at the present Parliament would be irrelevant. The Opposition was taunted with being in a state of confusion in regard to their future programme.

It is not intended to introduce the Redistribution Bill this session; the Government, however, will move a resolution with a view to the appointment of a Commission to elaborate redistribution.

Japan and Baltic Colliers.

The Naval Staff at Tokyo announces that the Japanese commanders will sink all colliers found accompanying the Russian Baltic Squadron regardless of their nationality.

Later.

The Japanese House Tax.

The final replies in the matter of the Japanese house tax arbitration were exchanged at The Hague yesterday.

THE RAID ON THE CHINESE CLUB.

The case in which the four Europeans were charged with raiding a Chinese Club in Jervois Street, and stealing therefrom \$30, under circumstances already recorded in these columns, was called on again before Mr. H. H. J. Gompertz, at the Magistracy this morning.

Frank Cooper, recalled, said he identified the revolver produced, as the one he lent to Burke. The cartridges were similar to those which he had in his possession, and may have been in the revolver when he lent it to Burke. In answer to a question from the fourth defendant, witness said there were no cartridges in the revolver when he lent it to the fourth defendant. He had three different kinds of cartridges. Those produced were of copper, but he thought he had some brass ones.

Police Constable Winter deposed that he was on duty in Queen's Road Central, near Jervois Street on the night of the 14th inst. In consequence of information received he went to the Chinese Club in Jervois Street, and while going in that direction he met the third defendant at the bottom of the stairs. He told witness some friends of his had been gambling upstairs. One of them had lost \$150, and finding the Chinese had been using loaded dice there had been a bit of a squabble. Witness asked the third defendant if his friends were still upstairs and he said they were. He told him to accompany witness upstairs to search for them, and he did so, going first to the servants' quarters on the second floor. The Chinamen there would not give witness any information. The third defendant then went up with the witness to the third floor, and finding no one, he went on the roof and looked over, but still seeing no Europeans he searched the whole house, without finding them. If anyone had gone out while he was searching the house they would have had to pass an Indian Constable and a Chinese *lukung*. Witness returned to the second floor, and found in a room there a box containing chips used for gambling purposes, and also some dice. The doors leading from the room to the verandah were closed. On opening one of these doors witness found an elderly Chinaman, but he could not make him understand anything he said to him. He met Mr. Cheong Lee and seeing him go into the same house he thought it was a good opportunity for getting an explanation of the case, knowing he was formerly a police interpreter. When witness went upstairs Cheong Lee was in conversation with the elderly Chinaman. The old man told Cheong Lee that he had been robbed. Witness learned that they knew one man in particular who was employed by them to teach them the art of self defence. Witness went to Hung Lee Club in Hollywood Road, to look for him but could not meet him. He then returned to Jervois Street, and while he was there the fourth defendant walked in, and said he had been robbed himself by people when he thought were policemen. They were Europeans, he said, but he did not know any of them. He turned round and asked witness if he thought he had anything to do with the affair. Witness said he had his doubts, and asked the fourth defendant to accompany him to the station, with the old Chinaman.

In answer to the third defendant, witness said there were about five or six pieces on the table with the gambling paraphernalia. Witness testified that there had been some gambling and that the Chinese had made it worth the while of the Europeans to go away, so that there would be no trouble. In witness's opinion the other defendants had left before he got there. The Chinese in the house were all afraid, and told Cheong Lee so in witness's presence. He told them not to be afraid and then got the story out of them. There was nothing to indicate that any alarm had been given. The Europeans had certainly left before he got there.

(Proceeding.)

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

INTERESTING LECTURE ON "FIRE TACTICS."

Under the auspices of the above Association, which now can boast of 136 members, a most interesting lecture on "Fire Tactics" was given in the City Hall last evening, by Lieutenant Fiennes of the Royal West Kents, and followed with the closest attention by some fifty or sixty members of the Association who were present. Sir Henry S. Berkeley occupied the chair, and was supported by H. E. the Governor (Sir Matthew Nathan, K.C.M.G.), Hon. Mr. Gresham Stewart, Hon. L. A. W. Barnes-Lawrence, Rev. C. H. Hickling, Messrs. E. A. Hewitt, W. H. Trenchard Davis, H. H. J. Gompertz, J. F. Michael, A. Seth, Higby and many others.

The Chairman briefly introduced the Lecturer, who illustrated his most important points by capably drawn diagrams which he most lucidly explained.

FIRE TACTICS.

Lieutenant Fiennes said: the subject of this lecture is one I have found great difficulty in dealing with, inasmuch as so many considerations are involved in the term "Fire Tactics." The expression itself is not definite. All tactics are fire tactics in a certain sense because tactics are generally understood to mean the manoeuvring of troops into positions from which they will have the maximum effect upon the enemy with the minimum of losses to themselves. Fire Tactics in a more restricted sense may be taken to mean the method of application of the different descriptions of fire to suit the varying phases and requirements of an engagement, offensive or defensive. It is as far as possible in this sense I propose to try and deal with the subject.

All manoeuvres in the presence of the enemy have but one end in view, namely, the acquisition of positions from which fire in greatest volume and more accurately directed than the enemy's can be brought to bear. This end is attained by a variety of means the most important of which are as follows:—intelligent use of ground, mutual support, selection of objective, correct estimation of ranges, careful observation of fire, concentration of fire.

DESCRIPTION OF FIRE EMPLOYED.

I think the best plan is to consider each of these separately so far as possible, but before doing so I would mention that intelligent use of ground, mutual support, selection of objective, estimation of ranges, observation of fire, concentration of fire, description of fire employed, and ammunition supply, are chiefly the duties of the officers, but concern the section and squad leaders in a lesser degree as well. I have considered the subject from the point of view of a force attacking an enemy in position. The slight difference which exists on some points from a defender's point of view, I will, if time permits, deal with later. Intelligent use of ground is necessary because troops cannot be brought into the necessary positions to secure superiority of fire unless the conformation of the ground be carefully considered, all cover afforded must be utilized in order that losses may be minimized and the largest possible number of rifles be available for the final stages of the attack, and that the demoralization of units consequent upon heavy losses may be avoided. The use of ground is also of importance in concealing the movements of bodies of troops until off to outflank the enemy, and to gain positions unseen from which covering can be employed. Mutual support is, I need hardly say, essential to success. In "Infantry Training" 1902, section 213, you will find the following:—"It will seldom be practicable to move over open ground within the limits of effective fire, i.e., 1,400 yards within the advance of one part of the firing line is covered by the fire of the remainder; and in all cases when opportunity offers the advance should be aided by the fire of troops and machine guns specially told off for the purpose." "Combined Training" 1902 also tells us that:—"The advance of an attacking force should always be covered by the fire of other troops, infantry as well as artillery. Not only must the commander make arrangements for the covering fire in his initial dispositions and also during the progress of an engagement, but leaders of all ranks down to squads and groups must endeavour to supply at all stages of the fight this all important principle of mutual support." You will see by this what stress is laid upon combined action on the part of different units to attain one common end. To ensure this combination, constant watchfulness is required on the part of commanders of all ranks, as well as a perfect knowledge of the effects of fire and the powers of the weapon employed. The object of this covering fire is chiefly to demoralize the enemy, and spoil his aim at that portion of the force which is actually moving forward. In the majority of cases it will be found impossible to definitely locate a well concealed enemy until the shorter ranges are reached, consequently effort must be sought rather by showers of bullets falling on, and about his position, than by individual good shooting against a visible target. It is obvious therefore that the heavier the fire the more likely it is to demoralize the defenders and spoil their aim. Fire used to cover troops advancing during the time the advancing troops are exposed to the fire of the defenders, the fire being changed to a slower rate or discontinued altogether on their reaching cover and opening fire themselves. This assistance by means of fire should be rendered by portions of the firing line to other portions of the same body as well as by the supports and reserves. This will demand considerable self-sacrifice from the troops rendering the assistance. Human nature demands that if Smith hits you in the eye, you should try and hit Smith instead of retreating on Jones who is otherwise employed. Yet this is what has to be done when assisting another portion of the fire. The fire of the enemy directly in front must be disregarded, and fire brought to bear on that portion of the enemy's line which is most dangerous at the moment, to the troops you are assisting. This description of support is of great value, as the fire is oblique and converging. Covering fire must be kept up by the reserve and supports if any one left until the assaulting troops are almost in the enemy's position; otherwise the night safely under cover to rise and deliver a crushing fire from the covering fire ceases, (also may be directed over against support).

SELECTION OF TARGET.

The best results from good combination cannot be obtained unless those whose duty it is to direct the fire, recognise the proper target to fire at, at any particular moment in an engagement. As a broad rule, if there is a choice of targets preference should be given to that which, at the moment, is of the greatest tactical importance, or that, which from its size and position, is likely to suffer the most from the fire. No hard and fast rule can be laid down, only careful observation of the enemy's movements and constant watchfulness for opportunities of rendering assistance to other bodies of troops, can guide the officers and N. C. O.'s in deciding which object it is, at the moment, of the greatest importance.

For fire to be effective, it is necessary that the range of the object fired at should be fairly accurately known. This knowledge is obtained in a variety of ways—by means of range finding instruments, by trial volleys, by maps and by estimation pure and simple. Range finding implements and maps cannot be easily used except at the commencement of an engagement; consequently ranges must be found by careful observation of fire. It must always be borne in mind that ineffective fire is worse than useless, because it encourages the enemy and disheartens the men who deliver it; and fire can only be effective when the range is known and some definite object pointed out to fire at.

CONCENTRATED FIRE.

The question of concentrated versus dispersed fire is one of great importance. Concentrated fire means, the fire of individuals and units, often widely separated, directed on one common object, such as that portion of the enemy's position against which the decisive attack is to be pushed home; or as I said before, some object which is, at the moment, of great tactical importance, such as an attack by cavalry on the flank of a general counter-attack. The object in fighting is of course the destruction of the opposing force. The more thoroughly this is done the quicker will the campaign be brought to a conclusion. The moral effect of losses in battle is in direct proportion to the space of time in which they are inflicted. Troops whose morale is high enough to stand a loss of 50 per cent, spread over several hours' fighting, will be utterly demoralized if that percentage of loss is inflicted on them in, say, 30 minutes. I will now try and show how concentrated fire, as distinct from scattered fire, is of great importance in fighting. To illustrate this point, I will quote from Colonel Haydn's book "The Infantry Weapon and its use in War." He says:—"Suppose the statement is correct that, under field conditions of firing an ordinary man will fire on the average 30 shots before he will hit an upright enemy at 300 yards. Such a statement presupposes that the enemy will stand still in the open long enough for the 30 rounds to be fired at him; but this would not happen as the enemy would get under cover as soon as possible; and so to overcome this inconvenient procedure on the part of the enemy we must make 30 men fire at once on the single foe in the hope that one or more of the 30 bullets will hit him. There are also other great advantages to be gained from this action, namely, that when the man fires 30 rounds at a single foe a very large proportion of his ammunition supply is expended and he has taken some time to do this, whereas when the 30 men fire together at the same man they have only expended one round each and have obtained the desired result at once."

Fire if scattered indiscriminately along an enemy's position has little moral or material effect, but if it is concentrated on one or more objectives, the enemy's morale is shaken; and the question of moral effect is a very important one in war. Sudden and heavy loss inflicted on the threatening portion of the defence, and these losses can only be inflicted by concentrated fire. The next heading, that of "description of fire employed," embraces the different rates of fire, Slow, Rapid, and Machine, and also the description of fire with reference to the position of the firer and the object fired at, that is, whether frontal, oblique, enfilade, or reverse fire, also the nature of the fire whether Volleys or what is called "Independent." Volleys are seldom used except against Savages who fight in close order, and then only at the longer ranges, and for range finding purposes. The two great objects of firing volleys are, the impossibility of the firer's own commander making his men hear the words of command in these days of extended order formations; and the fact that the fire is not accurate, because the men have to fire on the word of command whether they have obtained their aim or not. On the defensive it may however be possible to employ volleys because the men are when entrenched practically sheltered to shoulder; and consequently the words of command can be heard. Volleys have certain advantages—they admit of perfect control of fire, rapid change of objective and sighting, and of ammunition expenditure; but these advantages do not outweigh their disadvantages. The description of fire generally employed is rather misleading. Independent firing implies that each man is firing on his "own" without reference to any superior authority, choosing his own target, rate of fire and range. This of course is not the case. He is only independent with regard to the moment at which he pulls the trigger. The object to be fired at is pointed out by the leader, the range is given, and the rate of fire required is ordered. "Individual" would, I think, be a better term. The great advantage of this description of fire is, that the firer is not obliged to press the trigger until the sights come on, consequently much greater accuracy is obtained than when firing volleys. With the present pattern Lee Enfield Rifle we have three rates of fire, viz: slow, which means a very deliberate fire, say 3 and 4 shots per minute, rapid, which is the highest rate consistent with accuracy to be obtained from single loading, and magazine, which is the most rapid of all. A difference will exist when we receive the new Rifle, which is a charger-loading weapon and unprovided with a cut off. The tactical employment of the different rates of fire is soon dealt with. Slow fire is the normal rate in the earlier stages of the attack and in all occasions when a crushing fire is not imperative. Its use is necessitated by the need of economizing ammunition and of obtaining accuracy of fire at longer ranges. Rapid fire must be used to cover the advance of troops at the shorter ranges over open ground, against that portion of the enemy's position it is intended to assault, to repel counter-attacks, cavalry charges, and against "good" targets which are only in view for a short time. In the final stages of the attack it is employed with the utmost intensity to prepare for the assault with the bayonet. Magazine fire should rarely be employed except in cases of great necessity. The ten cartridges in the magazine of the present Rifle are intended to be a last reserve and should be kept until their use is imperative. Troops who have successfully assaulted a line of trenches may find themselves suddenly counter-attacked, and if their magazines are empty they may lose the advantage they have won. Briefly then, slow fire is the rate now used in the earlier stages of a fight, when accuracy rather than intensity is desired. Rapid fire where the great accuracy is required, and magazine fire should only be used if absolutely necessary when the highest possible intensity of fire is needed in the shortest possible time. The description of fire with reference to the relative positions of firer of target is very important. The development of enfilade fire against that portion of the position to be assaulted is the ideal which should always be striven for. Enfilade fire means fire directed, along the enemy's line from a point in prolongation of it; and is particularly effective, as concentration of fire is aided by the concentration of the target; also the defenders' defences are useless if they, the longer, protect him from the hostile bullets. Oblique fire is when the line of fire is inclined to the front of the target and is only less effective than enfilade fire. Reserve fire is, of course, fire directed against the rear of a position, while frontal fire, the least effective of

all, is when the line of fire is perpendicular to the front of the target. The important thing to remember is, to seize every opportunity of bringing oblique and enfilade fire to bear on the enemy.

At the close of the lecture, the gallant young officer was long and loudly applauded. The Chairman said:—"Your Excellency, Gentlemen, I know we shall all accord to the lecturer a very hearty vote of thanks for the most capable and interesting lecture just delivered to us. As he has said, Sir—and no one is more capable than yourself of knowing the truth of what he said—the subject he has dealt with is a very complex and difficult one. He seems to me to have a thorough knowledge of that which he has undertaken to do, and in the lecture he delivered he has shown that he bestowed considerable care on what he laid before us for our instruction. One or two of his remarks were most particularly interesting to me as a member of this Association, formed by yourself for the purpose of standing up in case of need to assist those who will in the first instance be brought into the firing line. He has shown us that the firing line must depend altogether upon the assistance which can be given to it by those in support and in reserve. Should the time ever come when our services will be needed, they will be in the reserve, and I feel sure when that time does come, we will be found to be effective supports to those in the firing line. In another direction this body of men can be most usefully employed—I make the suggestion for Your Excellency's professional consideration—that is with respect to the question of Maxim gun rapid firing. It seems to me we are a body out of which a machine section could be formed. They say a field gun does not require any great physical exertion, so we, as veterans, should not have much difficulty in that direction (laughter). It requires coolness, calmness and judgment, which comes from old age, and as to accuracy of vision, that we will soon prove to the world at large we still possess. After we have had a little practice with the new rifles, with which Your Excellency is so kindly furnished us, and become proficient shots, as we will become, it would not be safe for a general or any of the enemy's officers to bring themselves within our range. This one point is certainly clear regarding Your Excellency's reserves. I beg to move a hearty vote of thanks to the lecturer, also to His Excellency the Governor for arranging the lecture."

The votes having been unanimously accorded, and acknowledged, the meeting terminated.

HONGKONG PHILHARMONIC SOCIETY.

OPENING CONCERT.

The first concert, in connection with the newly formed Philharmonic Society, took place last evening at the Theatre Royal, when H.E. the Governor (Sir Matthew Nathan) was present at what proved a most successful beginning to what we hope will prove a prosperous Society. It is to be regretted that the attendance was not greater, but there was no lack of enthusiasm, and the various items of a carefully arranged, and even ambitious programme, were followed with the keenest delight. The chorus numbering upwards of sixty performers and including the pick of the Hongkong vocal world, aided by an equally well selected orchestra, ably directed by Mr. A. G. Ward, should in itself have been amply sufficient to have ensured a crowded audience, and we can only put the paucity of auditors down to the fact that the community in general were in ignorance of the great musical treat to be offered. The first part of the programme was of a miscellaneous character. The principal attraction was the rendering of German's delicious "Gypsy Suite," the concert opening with the two movements "Valse Melancolique" and "Allegro di Bravoura" whilst the "Menuetto" and the "Tarantella" closed the first part. The orchestra proved itself quite equal to a really masterly presentation of the four difficult, ever-varying themes, and elicited the loudest plaudits. Miss K. Brown made her appearance as a violinist and evinced the possession of really remarkable talent by her playing of Gade's somewhat lengthy and difficult, "Capriccio," whilst Mrs. I. Jewell contributed on the pianoforte Chopin's Ballade in A flat, with exquisite taste and feeling was obliged to appear again, when she gave a dainty *recitativo* with infinite charm. There were only two solo vocalists, Surgeon Ross, R.N., and Mrs. Matland, both of whom were in excellent voice and sang their respective numbers Cavatina from Gounod's "Faust," and Albeniz's new song "A Song of Thanksgiving" in the very best of style. The second part was devoted to the rendering of Dr. Villers Standford's musical setting of Tennyson's famous ballad "The Revenge," the large and exceptionally well balanced chorus performing the cantata to almost perfection. We can only hope that the next concert given by the Society will meet with a greater measure of public support.

CANTON NOTES.

[From Our Correspondent.]

Canton, 17th February,

The Hongkong and Macao Steamboat Co.'s s.s. *Pawan* (Capt. R. D. Thomas) on her usual run from Hongkong this morning, took the ground on Tai Shek Barrier where she remained about two hours and did not arrive at Canton until about 9.30 a.m. The accident was caused by a junk getting in the barrier passage and the Captain, in trying to avert a collision, must have put the helm a trifle too far over, causing the vessel to take the ground on the southern side of the barrier passage.

This is a somewhat dangerous passage as the southern side is composed of granite stones, although the removal of Tai Shek Barrier has been commenced and a very large quantity of stone has been removed the difference in depth of water at this point is less than three feet. Blasting operations are in progress on this barrier which were made by a number of junks, laden with granite, by being sunk at this point and having been submerged for nearly sixty years have cemented themselves together.

CHILDREN'S PARTY

AT GOVERNMENT HOUSE.

This afternoon the Governor (Sir Matthew Nathan) was "At Home" to his younger friends, at Government House, when 140 happy, smiling faces lined up to greet their kindly host. His Excellency was assisted in the entertainment of the little ones, by Mrs. F. H. May, Mrs. Villiers Hatton, Mrs. Gershom Stewart, Mrs. Noel, and Mrs. John Hastings. The ball room, with its approaches, had been tastefully decorated with flags, palms, and potted plants, elegantly arranged by Mr. J. Masters, of the Public Works Department, and Inspector Ritchie, stationed at Government House, and here the youngsters, after hearty welcome from His Excellency, played all sorts of indoor games until the tea-bell rang when, as a signal for them to be go down to the supper room, where rows of tables had been very attractively laid out with all sorts of dainty things. Sounds of rejoicing and general merriment were to be heard on every side, while and after the cannonading of exploding balloons, had ceased and the happy youngsters secured the quaint caps, masks and jewellery, which "Tom Smith's" Lent contained, they were led back to the "Theatre Royal," Government House, at the end of the ball room, and there were met by parents and friends to the number of about 120. Then began the *piece de resistance* of the evening. After all had taken their seats, in gleeful anticipation of the "good show" in store for them, the curtain rose, and scenes from "Alice in Wonderland" and the fairy play "Prince Riquet, and the Princess Radiant," were very prettily acted by a bevy of dainty little maidens, in correct costumes, consisting of Misses Stella, Phoebe, Iris, and Dinne May, Greta Bunny, Marjorie Berkeley, Nancy Playfair, Gertrude, Betty Tomes, Aileen Hastings, Reira Bentinck, Jean Roberts and Sylvia Rose, under the stage management of Mrs. John Hastings, who had also carefully and painstakingly instructed the juveniles in the histrionic art, which made the plays a complete success. After the curtain had fallen on the last scene, all the little "Fairies" came down from the stage, and after each had received a present from His Excellency, lined up behind it tables loaded with gifts, which ran down two sides of the room, and assisted, like tiny godmothers, to distribute the presents to the other children, until each one present had received a choice of a suitable gift according to his or her age. These presents His Excellency had had carefully selected and sent out from England especially for this function, and a very dainty and choice selection it was, the articles being suitable for all tastes and ages, and as their bestowal had been most carefully pre-arranged, each child got "just the very thing I wanted!" In the meantime chairs were removed, and then dancing commenced, the young trippers entering into the thing with great zest, and a most enjoyable party is in full progress as we go to press. The music throughout the evening is being kindly provided by Miss Alice Berkeley, who untiringly presided at the piano all the afternoon.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks ... \$725 b. £77-10
National Banks ... 36 5/8
Union Insurance ... 697 1/2
China Traders ... 59 1/2
Canton Insurance ... 26 1/2
Hongkong Fire ... 315 b.
China Fire ... 23 1/2
H. & M. Steamships ... 26 b. ex div.
"do" ... 126 b.
"do" ... 33 1/2
China Sugars ... 235
H. & W. Whampoa Docks ... 210 b.
Hongkong Wharfs (old) ... 1 3/4
"do" (new) ... 101
Farnhams ... 150 b.
Shanghai Wharfs ... 140 b.
"do" (new) ... 137 1/2
Hongkong Lands ... 130
Hongkong Cottons ... 14
Green Island Cement ... 29 b.

To-day's Advertisements.

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ITHAKA."

Captain Eckhorn, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 16th February, 1905. [260]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"TURNER."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 18th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Agents.

Hongkong, 17th February, 1905. [265]

To-day's Advertisements.

HONGKONG HOTEL.

— MENU —

SATURDAY, FEBRUARY 18th 1905.

HORS D'OEUVRES.

Caviare and Egg Canapés.

SOUP.

Champignon Soup.

FISH.

Boiled Fish a la Maitelote.

ENTREES.

Fillet of Beef a la Nelson.

Braised Leg of Mutton a la Bretonne.

Celery au Gratin.

CURRY.

Calcutta.

JOINTS, &c.

Roast Sirloin of Beef.

Roast Phœnix and Bread Sauce.

Boiled Chicken and Asparagus Sauce.

COLD ENTREES.

Cold Roast Australian Lamb and Mint Sauce.

and French Bean Salad.

SWEETS.

Marmalade and Vermicelli Pudding.

Nestle's Ice Cream and Finger Cakes.

Trifle Tart.

Topsy Cake.

DESSERT.

Coffee. Fruits. [262]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

THE SMOKING CONCERT advertised to be given TO-NIGHT (Friday, the 17th instant), is indefinitely POSTPONED. Hongkong, 17th February, 1905. [258]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on TUESDAY, WEDNESDAY, and THURSDAY, the 21st, 22nd and 23rd instant, respectively, at 11.45 A.M. By Order, A. R. LOWE, Secretary. Hongkong, 17th February, 1905. [261]

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 25th February, 1905, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, 24th February until WEDNESDAY, 8th March, both days inclusive.

SHAW, WATSON & Co., General Managers. Hongkong, 17th February, 1905. [259]

NOTICE.

GREAT NORTHERN STEAMSHIP COMPANY.

NIPPON YUSEN KAISHA.

THE NIPPON YUSEN KAISHA begs to notify that it HAS ACCEPTED the AGENCY of the GREAT NORTHERN STEAMSHIP COMPANY in JAPAN and CHINA, and that the "MINNESOTA," a first class steamer of the new line, is scheduled to arrive in Yokohama on the 14th inst. for KOBE, NAGASAKI, SHANGHAI, MANILA and HONGKONG. Hongkong, 8th February, 1905. [222]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

Hongkong, 17th February, 1905. [263]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"OLYSSIES"	7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"MACHAON"	13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KAISOW"	24th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
*GENOA, MARSEILLES & L'POOL	"PATROCLOS"	14th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	26th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PINGSUEY"	6th March.
ALL PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th February, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	18th February.
CEBU and ILOILO	"SUNGKIANG"	20th "
NINGPO and SHANGHAI	"SEOHUAN"	20th "
SHANGHAI	"WOSUNG"	20th "
MANILA	"TEAN"	21st "
SHANGHAI	"SHAOSHING"	22nd "
SHANGHAI	"HANGHOU"	22nd "
SHANGHAI	"PAOTING"	23rd "
KOBE	"CHANGSHA"	23rd "
CEBU and ILOILO	"KATONG"	23rd "
TIENTSIN	"KANBU"	25th "
CHIEFOO and TIENTSIN	"OHILI"	26th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	MANILA	SATURDAY, 18th Feb., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 25th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 15th February, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"ARAGONIA"	5,198	Schmidt	March 5th, 1905.	
"NICOMEDIA"	4,570	Wagner	March 31st, "	
"NUMANTIA"	4,370	Brahmer	April 20th, "	
"ARABIA"	4,483	Bahle	May 11th, "	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	March 5th, 1905.
"NICOMEDIA"	4,570	Wagner	March 31st, "
"NUMANTIA"	4,370	Brahmer	April 20th, "
"ARABIA"	4,483	Bahle	May 11th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 1st October, 1904.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES.

SHIPS called from alongside at the shortest notice, and with all possible dispatch. Prices Moderate. Telephone No. 379.

Hongkong, 1st October, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,300 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class \$3.00 for Single Journey.

2nd " 1.50 "

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. Co., LD.,

No. 216, Wing Lok Street.

WENDT & Co.,

Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING."

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8:30 A.M., and returning from Macao at 7:30 P.M.

The Steamer will lay alongside the S.S. *Perseverance's* wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

" Return " \$5.00, " \$5.00

" Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.,

S. A. NORONHA,

Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8:30 A.M. Departs from Macao on Week Days at 2:30 P.M. and on Sundays at 6:30 P.M.

FARES:—Week Days, 1st Class, including Cabin and tiffin, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents; Return, 10 cents; Storage, 10 cents.

TIPPIN AND DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lighted throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SATSUMA"	20th Feb., 1905.
"RICHMOND CASTLE"	4th March, "
"SAINT FILLANS"	17th "

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 9th February, 1905.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR."

Captain E. For will be despatched for the above Ports, TO-MORROW, the 18th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 17th February, 1905.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNIA"

Captain Pearson, will be despatched as above, on SUNDAY, the 19th inst., at Daylight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 13th February, 1905.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG"

Captain P. M. B. Lake, will be despatched as above, on TUESDAY, the 21st inst., at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th February, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIE"

Captain Oliver, will be despatched for the above Ports, on or about the 21st inst. For Freight or Passage, apply to L. BRIDOU, Acting Agent.

Hongkong, 15th February, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above Ports, on WEDNESDAY, the 8th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 16th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH AND LONDON.

THE Steamship

"MERIONETHSHIRE"

Captain C. H. Burch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 2:30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 10th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *Oriana*. From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 10th February, 1905.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 22nd instant, at 9:30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 16th February, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th February, 1905.

Intimations.

LEVY HERMANOS.

DIAMOND JEWELLERS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. "THREE YEARS" guarantee given on every purchase.

10, QUEEN'S ROAD, Watson's Building.

FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a

Shipping.

Arrivals.

Achilles, Br. s.s. 4,483, R. O. Thompson, 16th Feb.—Singapore 10th Feb. Gen.—B. & S. Ithaka, Ger. s.s. 1,450, H. Eckhorn, 16th Feb.—Hamburg 15th Dec. Gen.—H. A. L. Raon, Nor. s.s. 329, N. Möller, 16th Feb.—Hongkong 15th Feb. Ballast.—Order.

Haitan, Br. s.s. 1,183, J. S. Roach, 17th Feb.—Foonchow 14th Feb. Amoy 15th, and Swatow 16th, Gen.—D. L. & Co.

Lydia, Ger. s.s. 1,771, J. Ernst, 17th Feb.—Canton 16th Feb. Gen.—S. & Co.

Taiwan, Br. s.s. 1,199, H. Harder, 17th Feb.—Canton 16th Feb. Gen.—B. & S.

Purnea, Br. s.s. 3,305, J. B. Pearson, R.N.R., 17th Feb.—Rangoon and Singapore 10th Feb. Gen.—J. M. & Co.

Hopang, Br. s.s. 1,379, Jas. M. Hay, 17th Feb.—Moji 11th Feb. Coal.—J. M. & Co.

Clearances at the Harbour Office.

Kwongchow, for Canton.
Apenrade, for Hongkong.
Taka, for West River.
Madeline Rickmers, for Bangkok.
Watling, for Swatow.
Watling, for Shanghai.
Kamor, for Taitau.
China, for Shanghai.
Yingking, for Canton.
Loomoon, for Canton.
Ping On, for Sha-tung.
Yuenung, for Manila.
Lydia, for Chinkiang.
Wingchat, for Macao.
Tutun, for Shanghai.
Achilles, for Shanghai.
Chuanwai, for West River.
Hoping, for Sha-tung.

Departures.

Feb. 17.
China, for San Francisco.
Merion-theirs, for Shanghai.
Jason, for Japan.
Progress, for Taracela Island.
Hua, for Quong-chow-wan.
Shushin, for Canton.
Mausing, for Sandakan.
Taka, for West River.
Yuenung, for Manila.
Watling, for Shanghai.
Glen, for San Francisco.

Passengers.

Per Achilles from Singapore—300 Chinese.
Per Purnea from Singapore—Dr. Hoggan, Dr. Fox, and 30 Chinese.
Per Lydia from Canton Ports—Messrs. Gresson, Messrs. Marshall, Simmons, Sullivan, Chan Pao Min, W. H. Field, Master Whitfield, Mr. and Mrs. Calan, Misses Amesey, Miller, Coppon, and 102 Chinese.

Passengers departed.

Per Princess Alice, for Shanghai—Mr. and Mrs. S. S. Benjamin, Mrs. M. C. Guedes, Capt. Kent, Mr. and Mrs. D. C. Dick, Messrs. F. Hubble, W. Allanson, J. Seaborn, H. Jaquet, N. Cito, E. F. Spethmann, J. Nafary, Teerattas, Haysam, Khenshard, Mr. Harling and daughter, Mr. and Mrs. Jo. Bauer, Mr. and Mrs. Y. L. Fong, Mr. S. S. Metham, Strathmann, F. Huber, W. A. Rumpf, and J. Roza, for Nagasaki—Messrs. Ma sulger, J. La, Yamamoto, Matsufuji, Juno, K. Kasahara, Tashiro, Kigima, Matsui, S. Tanaka, Miss Okuchi, and Mrs. Inuzaki. For Kobe—Messrs. S. Misaka and Mr. Lung Ch. N. For Yokohama—Mr. and Mrs. Stanley Gibbons, Mr. and Mrs. A. V. Glyde, Messrs. T. Strick, Strach and Paccio.

Shipping Report.

Str. Achilles from Singapore:—strong monsoon, and heavy sea, equally.

Str. Haitan from Canton Ports:—Moderate N.E. winds, and fine weather throughout.

Vessels in Port.

Amara, Br. s.s. 1,400, J. G. Mattock, 13th Feb.—Java 2nd Feb. Sugar.—J. M. & Co.
Apenrade, Ger. s.s. 611, A. Ulderup, 14th Feb.—Hohow 12th Feb. Gen.—J. & Co.
Arratoon Apar, Br. s.s. 2,931, E. Fey, 9th Feb.—Calcutta via Penang and Singapore 3rd Feb. Gen.—D. S. & Co. Ltd.
Auchenarden, Br. s.s. 2,251, Crowder, 14th Feb.—Karatsu 8th Feb. Coal.—M. B. K. Borneo, Ger. s.s. 1,344, E. Muhle, 8th Feb.—Sandakan 2nd Feb. Timber and Gen.—M. & Co.
Cebu, Am. s.s. 647, A. Yuchusangari, 1st Feb.—Manila 27th Jan. Gen.—Order.
Chowlat, Ger. s.s. 1,115, H. Texton, 15th Feb.—Java 4th Feb. Sugar.—J. M. & Co.
Clara Jensen, Ger. s.s. 1,103, F. Bendixen, 4th Feb.—Wuhu and Chinkiang 31st Feb. Rice and Ground-nuts.—J. & Co.
Costante, Ital. s.s. 1,671, G. Solari, 13th Feb.—Cardiff via Singapore 17th Dec. Coal.—Order.
Egremont Castle, Br. s.s. 1,834, I. Moodie, 10th Feb.—Cardiff 17th Dec. Coal.—B. & Co.
Emmely, Ger. s.s. 1,160, H. Marten, 10th Feb.—Samarang (Java) 30th Jan. Sugar, Molasses and Nuts.—Chinese.
Empress of Japan, Br. s.s. 3,030, Henry Pybus, R.N.R., 15th Feb.—Vancouver 23rd Jan. and Shanghai 12th Feb. Mail and Gen.—C. P. R. Co.
Germanicus, Ger. s.s. 2,575, H. Behrmann, 8th Feb.—Moji 1st Feb. Gen.—D. & Co. Ltd.
Hanoi, Fr. s.s. 730, P. Merlees, 16th Feb.—Haiphong and Hoihow 12th Feb. Gen.—A. R. M.
Hohenstein, Ger. s.s. 1,275, H. Hamey, 18th Jan.—Sourabaya 7th Jan. Sugar.—L. W. & Co.
Hongkong, Fr. s.s. 742, A. Suzoni, 13th Feb.—Haiphong via Hoihow 12th Feb. Rice and Pigs.—A. R. M.
Hyades, Br. s.s. 2,933, Geo. Wright, 11th Feb.—Kuchinetsu 6th Feb. Coal.—D. & Co. Ltd.
Isbel, Br. s.s. 3,490, Robertson, 10th Feb.—Durban 2nd Feb. Ballast.—G. L. & Co.
Indravelli, Br. s.s. 3,215, S. Cullington, 26th Nov.—Shanghai 24th Nov. Ballast.—J. M. & Co.
Kaifong, Br. s.s. 1,244, E. F. J. Layson, 27th Jan.—Hoihow 23rd Jan. Gen.—B. & S.
Katharine Park, Br. s.s. 3,075, W. H. Capp, 13th Jan.—Sasebo (Japan) 8th Jan. Light.—G. L. & Co.
Laiyang, Br. s.s. 3,460, P. M. B. Lake, 14th Feb.—Calcutta 28th Jan. Penang and Singapore 8th Feb. Gen.—J. M. & Co.
Machew, Ger. s.s. 2,080, Harjes, 10th Feb.—Bangkok 3rd Feb. Rice and Teakwood.—M. & Co.
Madaleira Rickmers, Ger. s.s. 1,020, D. Reimers, 11th Feb.—Bangkok 10th Feb. Rice.—B. & S.
M. Struy, Ger. s.s. 966, P. Brandt, 15th Feb.—Tamil 12th Feb. Amoy 13th, and Swatow 14th, Gen.—O. S. & Co.
Pakia, Ger. s.s. 1,018, H. Demes, 11th Feb.—Bangkok 2nd Feb. Rice and Wood.—B. & S.
Pollux, Nor. s.s. 760, C. Svendsen, 4th Feb.—Sourabaya 24th Jan. Sugar.—Order.
Seaward, U. S. transport, 350, Croakey, 28th Dec.—Manila 14th Dec.
Sungliang, Br. s.s. 1,021, Pennefather, 15th Feb.—Hoihow 11th Feb. Gen.—B. & S.

Taishun, Ch. s.s. 1,216, W. Jamieson, 13th Feb.—Shanghai 10th Feb. Gen.—C. M. R. N. Co.
Zafiro, Br. s.s. 1,611, R. Dodger, 13th Feb.—Manila 11th Feb. Gen.—S. T. & Co.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug. 1904 Petroleum.—S. O. Co.
King George, Br. ship, 2,057, J. White, 11th Feb.—Philadelphia, U.S.A. 6th Sept. 1904. Case Oil.—S. O. Co.
Manuel Lagunas, Br. ship, 1,646, D. G. Nickels, 11th Feb.—Cheloo 4th Feb. Ballast.—Order.

Steamers Expected.

Vessels	From	Agents	Due
Malacca	Singapore	P. & O. Co.	Feb. 18
M. Bacquehem	Singapore	S. W. & Co.	Feb. 18
Bucentaur	Shanghai	N. Y. K.	Feb. 19
C. Apar	Singapore	D. S. & Co.	Feb. 21
Oceanic	Singapore	M. M. & Co.	Feb. 22
Tjipanas	Macassar	C. J. J. L.	Feb. 24
Manchuria	Japan	P. M. Co.	Feb. 25
Namsang	Singapore	J. M. & Co.	Mar. 1
Tjilajap	Kuchinetsu	C. J. J. L.	Mar. 1
Athenian	Vancouver	C. P. R. Co.	Mar. 3
Aragonia	Portland	P. & A. Co.	Mar. 3

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Dia	at Kowloon Dock		
Katharine Park	"	"	"
H.M.S. Moorhen	"	"	"
Kailong	"	"	"
Hohenstein	"	"	"
Kansu	"	"	"
Cebu	"	"	"
Triton	"	"	"
Hongkong	"	"	"
Tsingtau	"	"	"
H.M.S. Otter	"	"	"
Germanicus	"	"	"
San Cheung	Aberdeen	"	"
M. Struve	"	"	"
Machew	Cosmopolitan	"	"

Post Office.

A Mail will close for:

Canton—Per Hankow, 18th Feb. 7.30 A.M.
Macao—Per Wingchat, 18th Feb. 7.30 A.M.
Manila—Per Zafiro, 18th Feb. 9 A.M.
Haiphong—Per Hanoi, 18th Feb. 9 A.M.
Bangkok—Per Madeline Rickmers, 18th Feb. 11 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Hyades, 18th Feb. 11 A.M.

Macao—Per Hongkong, 18th Feb. 1.15 P.M.
Singapore, Penang, and Calcutta—Per Arratoon Apar, 18th Feb. 2 P.M.
Canton and Hoihow—Per Sungliang, 18th Feb. 3 P.M.

Yokohama—Per Ithaka, 18th Feb. 1 P.M.
Foonchow—Per F. Ching, 18th Feb. 5 P.M.
Amoy, Straits and Rangoon—Per Purnea, 18th Feb. 5 P.M.
Swatow and Bangkok—Per Pahl, 18th Feb. 5 P.M.

Namtau—Per Taichun, 18th Feb. 5 P.M.
Sanbu—Per Hot Fu, 18th Feb. 5 P.M.
Macao—Per Wingchat, 19th Feb. 8 A.M.
Namtau—Per Taichun, 19th Feb. 9 A.M.
Sanbu—Per Hot Fu, 19th Feb. 9 A.M.
Canton—Per Fatsan, 19th Feb. 9 A.M.
Swatow, Amoy and Foonchow—Per Haitan, 19th Feb. 9 A.M.

Shanghai—Per Sachuen, 20th Feb. 3 P.M.
Singapore, Penang and Calcutta—Per Laiyang, 21st Feb. 10 A.M.
Europe, India, via Tuticorin—Per Polynesian, 21st Feb. 11 A.M.

Manila—Per Tran, 21st Feb. 3 P.M.
Shanghai—Per Luoting, 21st Feb. 3 P.M.
Kobe—Per Changsha, 22nd Feb. 3 P.M.
Kufat and Sandakan—Per Borneo, 23rd Feb. 5 A.M.

Cebu and Hoihow—Per Kaifong, 23rd Feb. 3 P.M.

Tientsin—Per Es, 24th Feb. 2 P.M.
Manila—Per Rubi, 25th Feb. 9 A.M.
Singapore and Sourabaya—Per Amara, 25th Feb. 10 A.M.

Europe, India, via Tuticorin—Per Chusan, 25th Feb. 11 A.M.
Tientsin—Per Koma, 25th Feb. 3 P.M.
Chefoo and Tientsin—Per Ch'aili, 28th Feb. 3 P.M.

Europe, India, via Tuticorin—Per Sachuen, 1st Mar. 11 A.M.
Shanghai, Hongkong, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 8th Mar. 11 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Changsha, 13th Mar. 3 P.M.

VISITORS AT THE DOCKS.

PEAK.

Vessels	From	Agents	Due
Atkins, R. D.	Louder, Mr.		
Beattie, J. M.	Martin, R.		
Beattie, M. P.	Maxon, Mr. and Mrs.		
Bentwick, Capt.	Herbert		
Brown, Col. P. L.	Oliver, Mr. and Mrs.		
Brown, Miss L. F.	Oliver, F. B.		
Brown, Miss Ethel	Parker, R. N. A. R.		
Bunsen, Col. and Mrs.	Parker, Mr.		
Chapman, A.	Paxton, Capt. H. W.		
Chichester, Major and Mrs. A. A.	Phillips, Major		
Clark, Mr.	Pollock, K. C. Mr.		
Courtney, G.	Robert, A. G.		
Darling, Col.	Rymer, Mr. and Mrs.		
David, A. J.	Sawyer, Mrs.		
David, Jr. Mr.	Smith, C. W.		
Dixon, Mr.	Smith, A. Findlay		
Dymock, Lieut. A.	Smith, Mr. and Mrs.		
Gales, Capt.	Spalckhaver, W. O. C.		
Grant, A. R.	Stevens, D.		
Hassan, Mr. and Mrs.	Rymer, Mr. and Mrs.		
Hayes, Col.	Stoke, Mr.		
Hastad, F. A.	Stoke, Mr.		
Holbrook, Mr.	Stoke, Mr.		
Hudgins, H. U.	Stoke, Mr.		
Joseph, Mr. and Mrs.	Stoke, Mr.		
Josling, Major C. L.	Stoke, Mr.		
Kaye, Major and Mrs.	Stoke, Mr.		
Koyle, Lady F. and maid White, Dr. and Mrs. Lang, Mr.	Stoke, Mr.		

CRAIGIEBURN.

Vessels	From	Agents	Due
Bird, Mr. and Mrs. L. G.	Skottowe, Mr. and Mrs.		
Dunn, G. H.	W.		
Franklin, G.	Smith, Mr.		
Gaskell, Mr. and Mrs.	Grant		
Holmes, N. M.	Southern, Mr. and Mrs.		
Morrell, G. E.	and child		
Nicholls, E. A.	Webb, Mr. and Mrs.		
Riadore, R. N.	Montague		
Commander & Mrs. Woodward, Mr. and Mrs. and children	Woodward, Mr. and Mrs.		
Smith, E. Grant	and child		

HONGKONG.

Abel, P. C.
A. Ten, Mrs. F.
Bassett, Mr. and Mrs.
Bingham, Mr. and Mrs.
T. E. and child
Birbeck, R. J.
Bissell, W. S.
Blair, D. K.
Boggan, Mr. and Mrs.
and infant
Bonner, E. A.
Borthwick, Mrs. R. W.
and child
Brown, M. S.
Broughall, L.
Cadele, Miss L.
Clark, Dr. Francis
Clark, T.
Clark, W. G.
Cobb, Hy. N.
Cook, Dr. L. W.
Cook, Dr. G. B.
Cookey, F. D.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T.
Deane, F. B.
Dean, G.
Douglas, Capt. & Mrs. J. S. and child
Downing, Mr. and Mrs.
Dwyer, Mrs. N.
Dyke, H. W. van
Edwards, G. H.
Ehrman, Mr. and Mrs.
Emerson, A.
Engler, Ph.
Fisher, H. G.
Fisher, Dr. A. F.
Foster, Dr. A. F.
Fulton, Dr. W.
Glenn, Mrs. A. M.
Glover, C.
Glyde, Mr. and Mrs. A. N.
Graham, F.
Grant, A. W.
Gray, H. C.
Guilielmo, Miss M.
Hall, Capt. T.
Hannon, J.
Harding, R.
Hardy, Mrs. C. S.
Hays, Mrs. V.
Hurst, R. N., Engineer.
Hutton, Mr. and Mrs.
M. H.
Ingenohl, Mr.
Innes, Capt. R.
Isely, Rev. F.
Johnston, A.
Johnson, Augustus
Kemp, H. H.
Kerr, Miss I. E.
Kitt, Miss J. C.
Lewler, A. R.
Loias, Mr. and Mrs.
T. C. and daughter
Matthies, P.
Munro, Miss A.
Nas, V.
Reich, W.
Reich, Capt. W.
Reich, Dr.
Roy, Mr. and Mrs.
Twyne, Mr.
Wynnap, Capt.

KOWLOON.

Heriot, R. M. L. I., Capt. Richards, D. S.
and Mrs. Mackay
Stuart, Capt. and Mrs.
Mitchell, Mr. Leslie
Richards, Mrs. Powell
Thomas, Major and Mrs.
W. E. and
Watson, Mr. and Mrs.
W. H.
Williamson, Major F.

CHINA COAST METEOROLOGICAL REGISTER.

February 16th, 1905, a.m.

Vladivostok	Bar.	Th.	Hum.	Wind	W.
Nemuro	30.00	—	—	W	2
Hakodate	30.09	—	—	W	2
Tokyo	30.26	—	—	N	3
Kobe	31.27	—	—	—	0
Nagoya	30.35	—	—	—	0
Kagoshima	30.35	—	—	NE	2
Oshima	30.38	—	—	NE	2
Naha	30.33	—	—	E	2
Ishigaki	30.29	—	—	NE	2
Taiwan	30.23	—	—	E	4
Taipei	30.23	—	—	—	0
Tainan	30.23	—	—	—	0
Koshu	30.22	—	—	NE	6
Pescadore	30.22	—	—	N	8
Weilawai	30.31	33	—	W	2
Gutai	30.40	30	80	NE	2
Sharp Peak	30.38	47	85	NW	3
Amoy	30.17	50	72	SE	1
Swatow	30.22	48	—	W	1
Canton	30.29	58	84	E	3
Hongkong	30.29	58	84	E	3
Victoria Peak	30.26	—	—	ENE	4
Gap Rock	30.27	53	—	NNE	1
Macao	30.27	53	—	NNE	1
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Racod	30.20	—	—	NE	4
Cebu	30.96	78	—	NE	5
C. St. James	30.91	80	—	N	3

February 17th, 1905, a.m.

Vladivostok	Bar.	Th.	Hum.	Wind	W.
Nemuro	29.65	—	—	E	6
Hakodate	29.34	—	—	SE	10
Tokyo	29.67	—	—	NW	2
Kobe	29.95	—	—	W	6
Nagasaki	30.13	—	—	N	6
Kagoshima	30.18	—	—	NW	6
Oshima	30.16	—	—	N	8
Naha	30.21	—	—	NE	4
Ishigaki	30.21	—	—	E	6
Taiwan	30.18	—	—	N	3
Taipei	30.20	—	—	N	3
Tainan	30.14	—	—	N	3
Koshu	30.14	—	—	NE	6
Pescadore	30.20	—	—	NE	6
Weilawai	30.43	28	—	—	2
Gutai	30.43	31	80	N	3
Sharp Peak	30.36	50	86	NNE	3
Amoy	30.16	49	78	NE	3
Swatow	30.27	42	87	N	3
Canton	30.34	47	85	N	2
Hongkong	30.27	57	87	N	3
Victoria Peak	30.24	—	—	ENE	4
Gap Rock	30.24	—	—	NW	4
Macao	30.29	49	—	NW	1
Haiphong	—	—	—	—	—
Manila	—	—	—	—	—
Racod	30.29	—	—	NE	6
Cebu	30.95	77	—	NE	3
C. St. James	30.93	84	—	N	3

Barometer	Therm.	Humidity	Rainfall
3			

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched for
MARSEILLES on TUESDAY, the 21st
February, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. CALEDONIEN 7th March.

S.S. OCEANIE 21st March.

S.S. TOURANE 4th April.

L. BRIDOU,
Acting Agent.

Hongkong, 8th February, 1905. [7]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain H. W. Kenrick, R.N.R., carrying H.S.
Majesty's Mail, will be despatched from this
for BOMBAY, on SATURDAY, the 25th
February, at Noon, taking Passengers and
Cargo for the three Ports in connection with
the Company's S.S. Mongolia, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 8th April, 1905.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 11th February, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, R.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Phaides	3,753	F.G. Purington	Ab. Mar. 15
Shawmut	9,606	E. V. Roberts	" " 24
Lyra	4,417	G. V. Williams	" " 24
Hyades	3,753	Geo. Wright	" " 24

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Shawmut ... 9,606 E. V. Roberts Ab. Mar. 14
Tremont ... 9,606 T. W. Garlick " April 14

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steady-
ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 17th February, 1905. [8]

NOTICE OF REMOVAL.

A FOOK & Co.,

SHIP AND HOUSE COMPRODORES,
have this day
REMOVED

TO

No. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904. [62]

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

Nos. 2 and 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with
Dressing, Drying and Bath-rooms; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.
For Particulars and Terms, apply to—
SHEWAN, TOMES & Co.
Hongkong, 30th December, 1904. [197]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
Price \$10.50 per case of 48 bottles (quart-
er or 6 doz. pints).

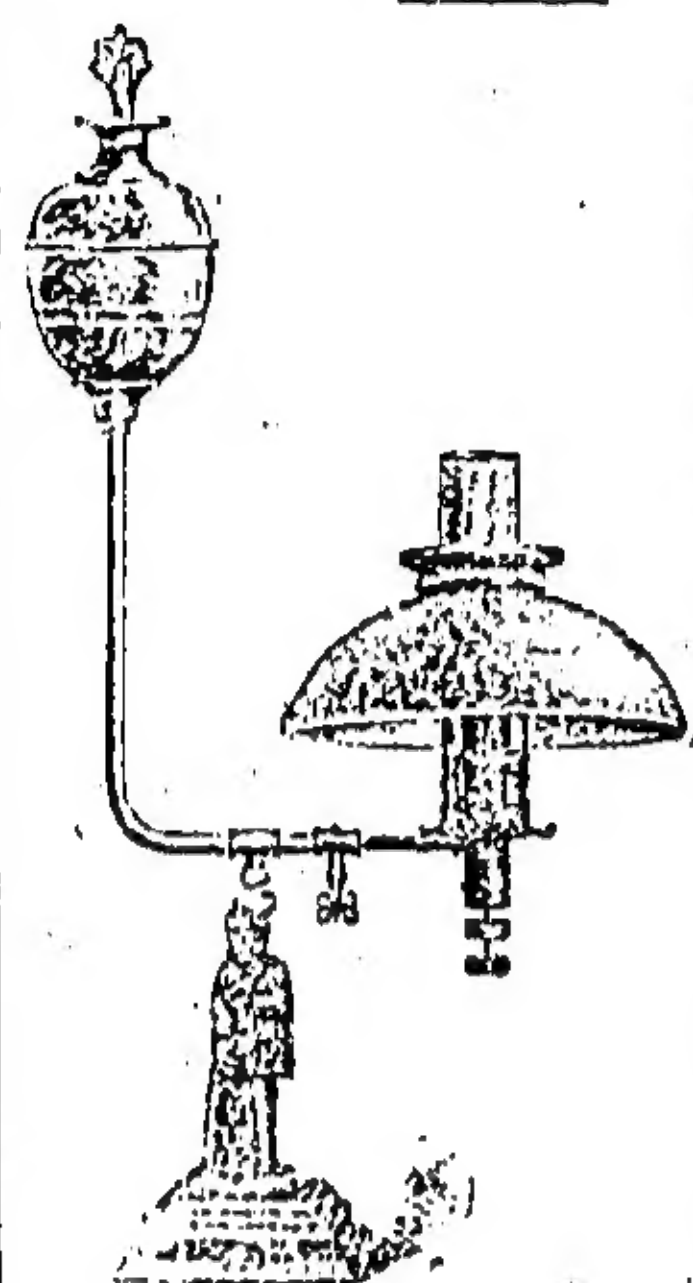
Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.



INCANDE-
SCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.

Incandescent
Lamps, Chim-
neys, Globes,
Shades, &c., for
Gasoline and
Gas Lamps at
the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.
Hongkong, 16th November, 1904. [54]

To Let.

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904. [197A]

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsing
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights and bell.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.
Hongkong, 6th January, 1905. [104]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 21st November, 1904. [71]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

NO. 1, RIFON TERRACE.

"HATHERLEIGH," a detached resi-
dence with Tennis Court on CONDUIT
ROAD.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 25th January, 1905. [69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and
airy flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [72]

TO LET.

EUROPEAN HOUSES, Nos. 2 to 4, 6 to 8
and 10 to 15, GAP ROAD, facing Race
Course, within reach of the Electric Cars,
thoroughly cleaned and colour-washed; in flats,
or whole.

Apply to—

S. A. SETH,

Land and Estate Broker,

Dairy Farm Co., Ltd.

Hongkong, 5th January, 1905. [73]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904	5 %	\$725 sales (London £77)
National Bank of China, Limited	99,925	£7	£7	\$175,333 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$36 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$260 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$90,000 \$151,992 \$352,166 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$59
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 20,000 \$37,749 \$893 110 \$846,773	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	8 %	\$60
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,000 \$1,702,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$245 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$60,000 \$60,035 \$250,000	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 1/2 buyers
Hongkong, Canton & Marco Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$18,444	\$2,160	\$1 for second half-year 1904	10 %	\$26 ex div. sale
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £100,000	£5,853	10/- for 1903 @ 1/10 = \$5.378	4 1/2 %	\$125 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 50 sales
Do. (Preference)	100,000	£1	£1	\$4,000,000 £4,116	£8,852	Interim of 1/- (Coupon No. 5) for 1904	4 %	Tls. 48 buyers 22/- sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000	\$1,287	\$1.80 & b. 40 cts \$0.90 & b. 20 cts. for year ending 30.4.04	5 1/2 % 3 1/2 %	\$38 \$29
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,093				
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,275 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	9 %	\$140 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 805	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$226 sales
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$224 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 54 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000	£7,820	No. 3 of 1/6	...	Tls. 7.60 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,091	50 cents making G \$1 for 1904	6 %	G \$18 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,039	No. 12 of 1/- = 48 cents	...	\$34
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,137 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	8 %	\$43 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	10,000	\$50	\$50	\$50,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$102 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$250,000	\$505,471	\$6 dividend and \$2 bonus for first half- year 1904	7 1/2 %	\$100 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	7 1/2 %	\$210 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$25
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$190 buyers
Do. (Preference)	2,750					\$7 dividend	8 %	\$111
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904 1/2	8 1/2 %	Tls. 145 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 140 buyers
Tanjong Pagar Dock Company, Limited	37,000	Tls. 100	Tls. 100	Tls. 100,000	Tls. 43,712	\$6 for first half year 1904	3 1/2 %	\$355 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	5 1/2 %	Tls. 190
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	9 %	\$27 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$130 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000	\$11,058	90 cents for 1904	7 1/2 %	\$12
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	8 %	\$37 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	7 1/2 %	Tls. 113 ex div.
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 125 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$57
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	17 1/2 %	Tls. 23
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$27,862	50 cents for the year ending 31.7.04	3 1/2 %	\$13 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 24 buyers
Laou-kung-mow Cotton Spinning & Weaving Co. Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 25
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 5,558	Tls. 26,389	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10			First year	...	\$91
MISCELLANEOUS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000	Tls. 1,091	Interim of Tls. 3	12 %	Tls. 75 buyers
A. S. Watson & Co., Limited	98,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$5 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$3,500	\$596	\$3 for 1903	7 1/2 %	\$40 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (Founders)	123					None	...	\$100
Do. (New Issue)	24,000	\$15	\$7 1/2			Preferential of 7 per cent for 1904	8 1/2 %	\$14 sales
China-Norneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	4 1/2 %	\$15
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	8 %	Tls. 74 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,381	80 cents for 1904	9 1/2 %	\$8 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6			\$1 1/2 for year ending 31.7.1903	...	Tls. 10 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	...	Tls. 20 buyers
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	5 %	\$29 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$13,104	Interim of \$1	14 %	\$21 1/2 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 50 cents for year ending 30.4.1904	6 1/2 % 5 1/2 %	\$14 1/2 \$9 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904	5 1/2 %	\$65 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,316	Final of \$13 making \$17 for 1904	7 %	\$243 ex div.
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	6 1/2 %	\$155
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.90 for the year ended 30.9.04	9 1/2 %	\$20
Kutz Brothers, Limited	10,000	\$100	\$100	\$375,000		\$13 for 1903	9 1/2 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,82	Interim of \$5	8 1/2 %	\$145
Maatschappij tot Mijn- Bosch- en Landbouwex- ploitatie in Langkat, Bosch-	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35, for 1904	13 1/2 %	Tls. 266 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ended 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$1,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,500	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,777	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 170 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,375	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,225	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,400	Interim of 15/- for 1904	6 1/2 %	Tls. 400 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	6 %	\$82 1/2
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,000	None	...	\$25 nominal
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1903	9 1/2 %	\$4 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000		\$1 div. and 35 cents bonus for half-year ended 30.9.04	6 1/2 %	\$160 sales \$42 sales
Tientsin Native City Waterworks Company, Ltd.	2,914	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	T.Tls. 110
Tientsin Waterworks Co. Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	T.Tls. 130
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4 1/2	\$20,000	\$180	90 cents \$29,70 for year ended 31.5.1904	9 1/2 % 16 1/2 %	\$9 buyers \$180 buyers
Do. (Founders)	100	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	...	\$9 sellers
Watkins, Limited	10,000	\$10	\$10	\$3,000	\$88	Final of 70 cents making \$1.20 for the year ending 30.6.1904	9 1/2 %	\$12 1/2 sellers
William Powell, Limited	12,000	\$10	\$10	\$3,000			...	